(No Model.)

R. P. GARSED.

Mechanical Movement.

No. 235,628. Patented Dec. 21, 1880.

Fig. 1.

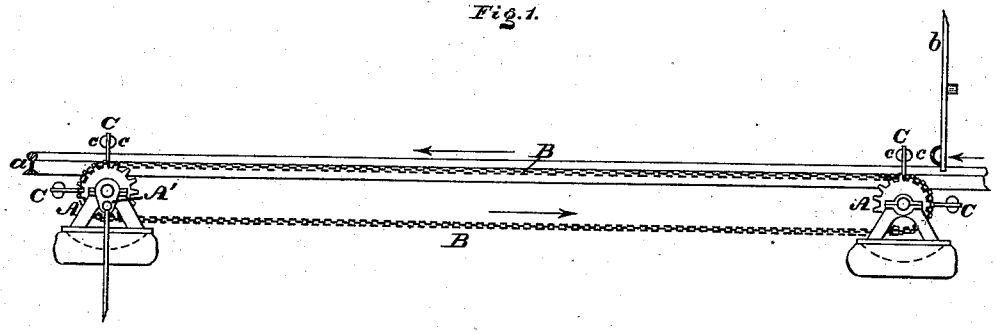


Fig. 2.

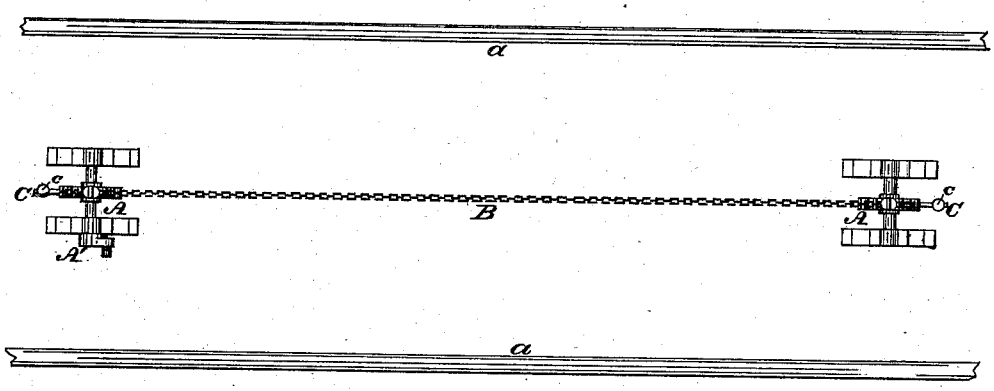
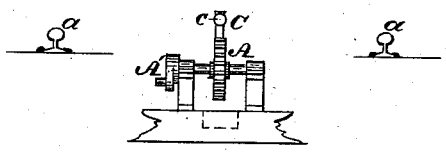


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

ROBERT P. GARSED, OF NORRISTOWN, PENNSYLVANIA.

MECHANICAL MOVEMENT.

SPECIFICATION forming part of Letters Patent No. 235,628, dated December 21, 1880.

Application filed October 30, 1880. (No model.)

To all whom it may concern:

Be it known that I, ROBERT P. GARSED, a citizen of the United States, residing at Norristown, in the county of Montgomery and State of Pennsylvania, have invented a new and useful Improvement in Mechanical Movements, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a side elevation of the mechanical movement embodying my invention. Fig. 2 is a top or plan view thereof. Fig. 3 is an end view thereof.

Similar letters of reference indicate corresponding parts in the several figures.

My invention relates to a method of obtaining power by the passage of railway cars or trains, the power being utilized for operating pumps for water-tanks, &c., the mechanism for ringing bells, blowing whistles, and displaying signals, and other purposes.

Referring to the drawings, A A represent pulleys or pinions, whose shafts, one or both of which are provided with a crank-arm, pulley, or pinion, A′, are mounted horizontally and transversely between the tracks *a* of a railway, or adjacent to either side of the same. Around the pulleys passes an endless belt or chain, B, which thus extends horizontally and longitudinally, and has connected to it a series of arms, C C, which are salient at the outer surface of said belt or chain, so as to be struck by some projecting part or foot *b* of the engine or train running on the tracks *a*.

It will be seen that when the foot *b* is lowered or operated so as to come in contact with one of the arms C and the train continues its movement the belt or chain is carried along until the foot clears said arm, the distance being considerable. The motion of the chain imparts numerous rotations to the wheels A, their shafts, and the crank A′, whereby, by means of a connecting-rod or other mechanism, the serviceable power derived may be communicated to a pump, bell-ringing device, &c.

It will be seen that the belt or chain may be moved in either direction of the train, and is provided with a sufficient number of arms so that as one is carried along another is salient, so as to be engaged by the next train in either direction.

The arms C and foot *b* are faced with bulbs or pieces, *c*, of soft rubber, or other elastic pieces, as buffers, either solid or hollow, to ease the impact of the foot on the arms.

When the buffers are made hollow they may have openings in them for the admission of air.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The mechanical movement adapted to be operated by passing cars or trains, consisting of an endless belt or chain with salient arms, supporting pulleys or pinions, and a crank arm or arms, or equivalents, substantially as and for the purpose set forth.

2. Salient arms C, connected to the endless belt or chain B, and having buffers *c*, substantially as and for the purpose set forth.

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